

VOL. LXXVII No. 25,983

# City's Coal Freed Of N. J. Embargo And Ice Barrier

## Supply Held Up Until Ban Was Lifted on Orders From Washington

### 100,000 Men Idle; Big Buildings Close

### Fires Do \$1,000,000 Damage; Break in Cold Wave Is Predicted

#### Temperature Record

From noon yesterday the hourly temperatures recorded by the Weather Bureau were as follows:

Noon	10 above	7 p. m.	14 above
1 p. m.	13 above	8 p. m.	14 above
2 p. m.	15 above	9 p. m.	13 above
3 p. m.	16 above	10 p. m.	12 above
4 p. m.	18 above	11 p. m.	12 above
5 p. m.	16 above	12 p. m.	14 above
6 p. m.	15 above	1 p. m.	13 above

Street temperature, 2 p. m., 13 above.

The ice barrier about New Jersey which has held back coal barges from New York was broken yesterday, and fuel began to pour into the city. It is estimated that 55,000 tons of coal were landed here.

Signs that the cold wave was slackening were also discernible. Yesterday was appreciably warmer than Thursday, and the Weather Bureau promises that the temperature will rise considerably more to-day. Warmer weather means freer movement of coal barges today, hence, less peril from the cold famine.

Plans of the fuel administration which it was hoped would bring permanent relief to the coal shortage in New Jersey were again in the limelight. The embargo on all fuel to be transported by ferry to Manhattan. As a result many buildings in the downtown business district were paralyzed again by cold during the night. New York appealed to Washington for aid. The embargo was then lifted.

The cold brought the additional problem of unemployment to the city yesterday. Factories and shops closed down wholesale because of lack of water, light and heat. Many commercial manufacturing plants for the government were affected. Appeals to charity organizations doubled and tripled. It was estimated that 100,000 workers were forced to become idle.

Fires continued to be reported with alarming frequency. In Hoboken, a blaze caused \$1,000,000 damage. There were three serious fires in Manhattan and approximately 100 smaller ones.

Officials of Jersey towns reported yesterday that the water situation showed some improvement. The coal shortage is still serious and has caused the shutting down of many industrial and public utility plants. What fuel remains is being distributed among the very poor.

# Ice Barrier Broken By Powerful Tugs; Releases Much Coal

While the fuel and railroad authorities reported yesterday the record-breaking shipment of 55,000 tons of coal into New York City, the ice blockade lifted and the labor situation relieved, a serious setback in the problem of coal distribution in this city came when nearly Jersey towns laid an embargo on fuel and refused to allow to be moved by ferry to Manhattan Island, until they themselves were supplied.

New York was at the bottom of trouble, that because of a strike by several big office buildings downtown laid to close for the afternoon, while tenants and coal dealers fumed and fuel administrators appealed desperately for aid from Director General of Railways McAdoo and National Fuel Administrator Garfield.

State Fuel Administrator Albert H. Wiggin, County Fuel Administrator Reeve Schley, Harry T. Peters, chairman of the Fuel Conservation Committee, and all their assistants did little during the afternoon but bend their efforts to lift the embargo on ferry coal shipments from Jersey points, imposed at the demand of that peppery little west shore namesake of New York City.

The embargo caused a tie-up for about six hours of several thousand tons from the West New York yards of Burns Brothers, destined for lower Manhattan office structures, and spread to other Jersey towns. It went into effect shortly after noon and was completely lifted last night at 7 o'clock.

According to reports from West New York, the trouble started when Mayor Joseph Sills complained to Charles Fall, fuel administrator for Hudson County, that his little community was freezing while thousands of tons of coal were being shipped by ferries from West New York yards to Manhattan. He said that Burns Brothers had pledged his city officers daily, and their pledge had been violated. It was reported that Mr. Sills was reported Mayor Sills ordered Police Captain Henry I.

# "If Luxburg Is Insane So Is Germany."

WASHINGTON, Jan. 4.—The finding of insanity by a lunacy commission in the case of Count von Luxburg, former German Minister to Argentina, was anticipated by the State Department, where it was declared ten days ago that such a development was on the carpet.

"To be consistent," it was said at the department to-day, "a like pronouncement should be made in the case of the German government."

# Daniels Recalls Fletcher After Sims's Request

Report Indicates Loss of Troopship Antilles Indirectly Responsible

[Staff Correspondence] WASHINGTON, Jan. 4.—Hudson River docks, from Forty-second Street to Fifty-eighth Street, are to be utilized by the United States government for the period of the war, Secretary of War Baker announced to-day. The municipal piers are included in the second big section of New York's water front to be taken over by the department in the last week, the first being the Bush Terminal facilities in Brooklyn.

The announcement of the government's decision to commandeer the North River facilities followed a conference between Secretary Baker, Chief of Engineers Black and New York Commissioner of Docks Murray Hulbert at the department to-day. Mr. Hulbert informed the War Secretary that the property desired would be turned over to the government.

# BEFORE TAKING UP THE NEXT COURSE



over to the department as quickly as possible.

He asked for the department's approval of legislative plans that may result in New York City being equipped with other docking facilities in order that as little interference with commercial water traffic as possible may result from the government's action.

Mr. Hulbert was informed that the army engineer department had already asked for additional appropriations for speeding up the work of deepening the channel to forty feet as far as Sixty-sixth Street, in order that vessels of the largest size might dock at piers along the river.

While no announcement was forthcoming, it was intimated at the department that the commandeering of the Bush properties and the Hudson River docks was only the beginning of an extensive plan of the government to utilize more of New York Harbor for war purposes. It is known that the quartermaster corps needs more storage space on the Atlantic seaboard and negotiations are now in progress by which additional properties may be placed under the control of the War Department during the war.

Major General George W. Goethals, in addition to being acting quartermaster general, has been appointed chief of storage of the War Department, and, under the contemplated reorganization plans of the Quartermaster Corps, it is expected that Goethals will be able to give much of his time to the supervision and operation of the large storage and shipping facilities to be taken over.

The new group of piers taken over by the government is in an ideal location and close to the Riverside terminals of the New York Central Railroad. Directly opposite this strip of waterfront is the terminals of the West Shore Railroad in Weehawken.

# Berlin's Greed Denounced by Own Allies

## Other Central Powers Disagree With "Domineering" in Russia

## Hertling Seeks to Explain in Reichstag

## He Fails to Reveal Future Action Regarding Brest-Litovsk Peace Parley

[By The Associated Press] Although the peace conference between representatives of the Bolshevik government and the Central Powers was due to reconvene Friday, no news has come through indicating whether the meeting took place or if concessions by either side, making possible further negotiations, are intended.

Dissatisfaction with the proposals of the Central Powers apparently does not obtain solely on the side of the Bolshevik government, but among the delegates of the Central Powers as well. Austria, Bulgaria and Turkey are asserted to have disagreed with the domineering attitude of the Germans at the Brest-Litovsk conference, where they posed as conquerors, while their allied delegates evinced an eager desire for peace and a disposition to compromise.

The attitude of the German Socialists against the demands of the Central Powers, especially those providing for the retention of Poland, Lithuania, Courland and other occupied territory, has forced the Imperial Chancellor to refer to the situation before the Main Committee of the Reichstag.

The Chancellor's statement, however, was merely a platitude, and gave no inkling as to what Germany's future intentions in the premises were, and even left to the Under Secretary for Foreign Affairs the task of outlining in the most perfunctory style the trend of the negotiations up to the time that the press was taken at Brest-Litovsk.

# Hertling Says Germany Will Bide Time Over Rejection of Peace

BERLIN, Jan. 4.—Addressing the Reichstag Main Committee yesterday, Chancellor von Hertling said in regard to the Russian rejection of the peace proposals dealing with disposition of the occupied Russian territory:

"We can cheerfully await the further course of this incident. We rely upon our strong position, our loyal intentions and our just rights, and we are confident that our position will be virtually all the Chancellor had to say concerning Russia's rejection of the peace proposals. He announced to-day that the Russian proposal to transfer the negotiations to Stockholm would not be accepted.

# Teutons Raid Padua Three Times in Day; Six Are Wounded

[By The Associated Press] ITALIAN ARMY HEADQUARTERS IN NORTHERN ITALY, Jan. 4.—There were three successive air raids this morning on Padua, lasting from 2 to 6 o'clock, and a number of bombs fell in the center of the city. A large palace on the main thoroughfare was demolished and there was lesser damage within an area of about two city squares. Six persons were wounded, including two women.

Mr. McAdoo explained to-day that although no general provision can be made under the law for exempting railroad employees from the draft, he will not hesitate to appeal to the calling of those workers if the boards of their own volition do not display a tendency to regard the railroads as an essential industry from which employees should not be taken for military service.

# Pope Again Protests At Raids on Padua

WASHINGTON, Jan. 4.—The Vatican has dispatched a second protest to the Central Powers against the raids upon Padua, in which priceless works of art and architecture were destroyed, according to a semi-official dispatch from Rome to-day, as follows:

"The 'Corriere della Sera' states that the Pope has presented a second note of protest, after that of December 28, against the bombardment of Padua. Numerous Swiss associations have protested to the Ministers of Austria and Germany in Bern against the vandal bombardment of Padua. The famous horses of St. Mark's Cathedral arrived in Rome, together with other treasures removed from Venice, and were enthusiastically received by the population."

From Padua came particulars of the enormous damage caused to artistic monuments by the enemy air raids. The facade of the beautiful Padua Cathedral was destroyed. The bronze doors of the Basilica, which were erected with the money contributed by Catholics the world over, have been pierced by the bombs.

# Wilson Submits Railroad Plan to Congress; Asks For \$500,000,000 Fund

## Right Reserved to Keep Railroads After the War

## Opposition to Extension of Control Beyond End of War Is Expected

## Pledge Made to Stockholders

## McAdoo Calls To Patriotism Of R.R. Labor

## He Induces Men to Agree to Let Committee Fix Their Wages

WASHINGTON, Jan. 4.—The Administration's railroad measures, introduced in both the Senate and House to-day, culminates in the following paragraph:

The Federal control of transportation systems herein and heretofore provided for shall continue for and during the period of the war and until Congress shall hereafter order otherwise.

Centrist (Catholic) party expressed approval, on the whole, of the attitude of the German representatives at Brest-Litovsk, and said:

"Our aim must be not only to arrive at an understanding with the Bolshevik government, but to reach a lasting peace with the Russian people and prevent war in future."

The speaker asserted that the constitutional bodies now existing in Poland, Lithuania and Courland, established on valid law, express the will of the people of those territories.

During the debate a Socialist member declared it would be in the interest of the empire to recognize the principle of the right of peoples to self-determination.

"Political life in the occupied territories is obstructed by military pressure, which must be removed," he said. "The negotiations in the East must be conducted to satisfactory end. This is the will of the German people and of the German nation itself."

Some increases, both to the brotherhoods and to other railway labor, are generally considered certain. The Director General issued this statement to-night:

"This is a time of great stress, and the attitude of every employee should be determined by the supreme need of the hour—duty to his country first of all. I cannot state too strongly the necessity for devoted and loyal service by every man in this emergency. Every railroad employee is now in effect a government employee and as such in duty bound to give his best service to his country as if he were the uniform of the United States army and occupied the trenches at the front. Every unnecessary delay in a train movement vitally affects our soldiers and sailors and seriously impairs our ability to defend our rights and our liberties. Every man whose neglect or indifference causes such delays may be responsible for the loss of the son of some noble American mother or father. It is as serious as the contract for an employee to be a slacker in his work as for a man to be a slacker in the army."

"The present serious congestion and actual suffering for the want of coal supply by our soldiers and sailors greatly improved and may be entirely remedied if every employee will do his utmost in his individual task. It is understood that every man, for the sake of patriotism, therefore, for the protection of our sons abroad and for the safety of the nation, I hope that every man, wherever placed, will do his level best. Let us who stay at home be ashamed not to be willing to make sacrifices equally as great as those our gallant sons are already making for us on the bloody field of France."

Mr. McAdoo explained to-day that although no general provision can be made under the law for exempting railroad employees from the draft, he will not hesitate to appeal to the calling of those workers if the boards of their own volition do not display a tendency to regard the railroads as an essential industry from which employees should not be taken for military service.

# Change Expected in British High Command In General Shake-Up

[By The Associated Press] LONDON, Jan. 4.—The government to-day is engaged in retiring several of its servants of high standing and reputation in several departments, notably in diplomacy and the army and navy. This does not mean that they have failed, but it does mean that war weariness and the strain of nearly four years' service under conditions of almost overwhelming responsibility and toll make fresh blood and less worried men imperative.

Admiral Sir John R. Jellicoe, was a shining example of the necessity of retiring a popular and able officer under such conditions, and the newspapers are speaking freely of the need of changes in the higher commands of the British army. Probably an important announcement of that character will be made soon. France has done this ruthlessly and consistently. Although Marshal Joffre was in the heart of the people and the foremost man of France, the government placed him on the sidelines when the time came that it thought the nation's interests required it.

From Padua came particulars of the enormous damage caused to artistic monuments by the enemy air raids. The facade of the beautiful Padua Cathedral was destroyed. The bronze doors of the Basilica, which were erected with the money contributed by Catholics the world over, have been pierced by the bombs.

ATLANTIC COAST LINE RAILROAD. An account of changed conditions. Train No. 37, carrying passengers and all Florida East Coast points, formerly scheduled to leave Washington, effective January 10 at 3:15 P. M. will leave Washington at 3:15 P. M. Information and Pullman accommodations 1192 Broadway, New York.